

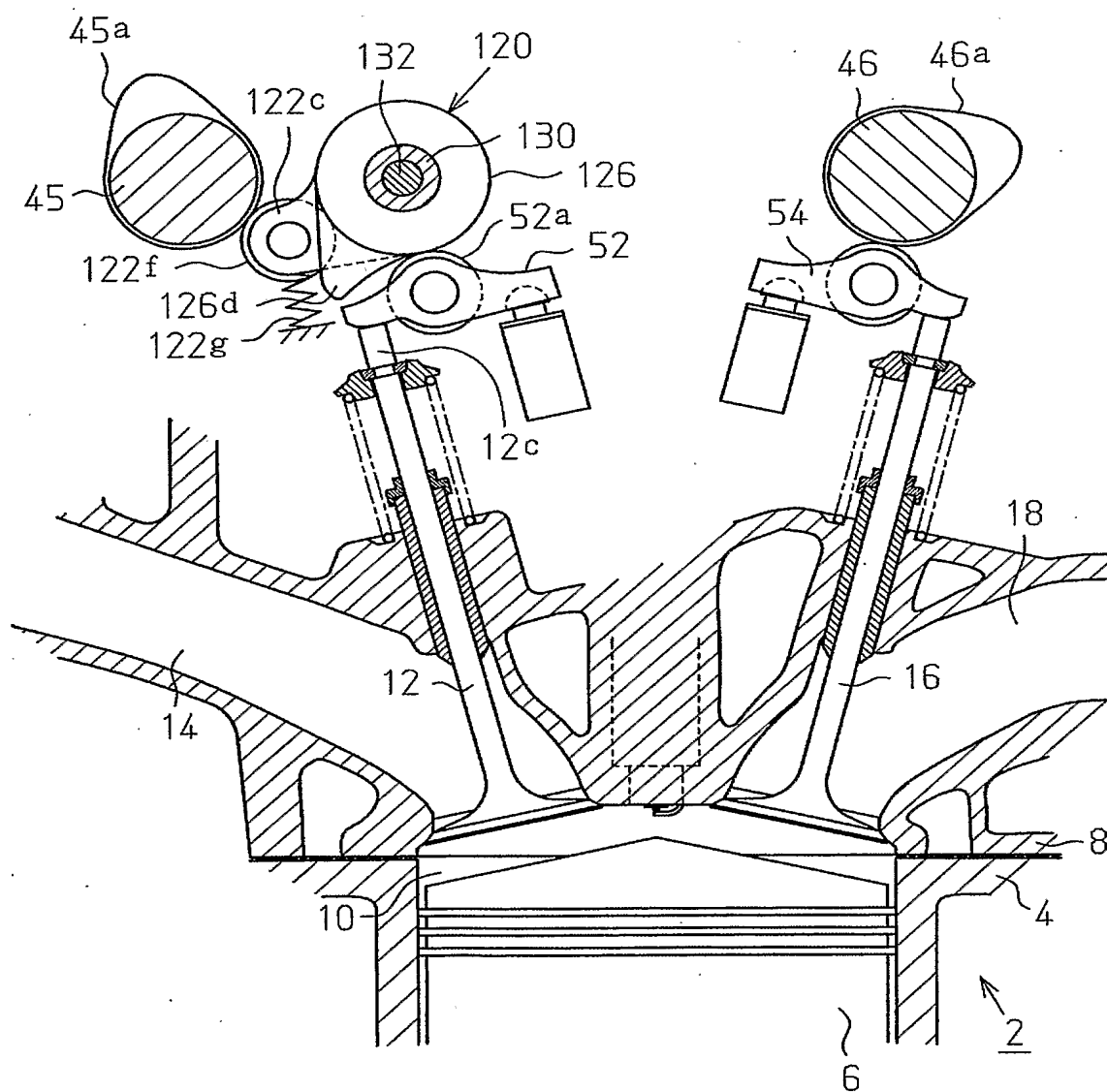
Fig.1

Fig.2

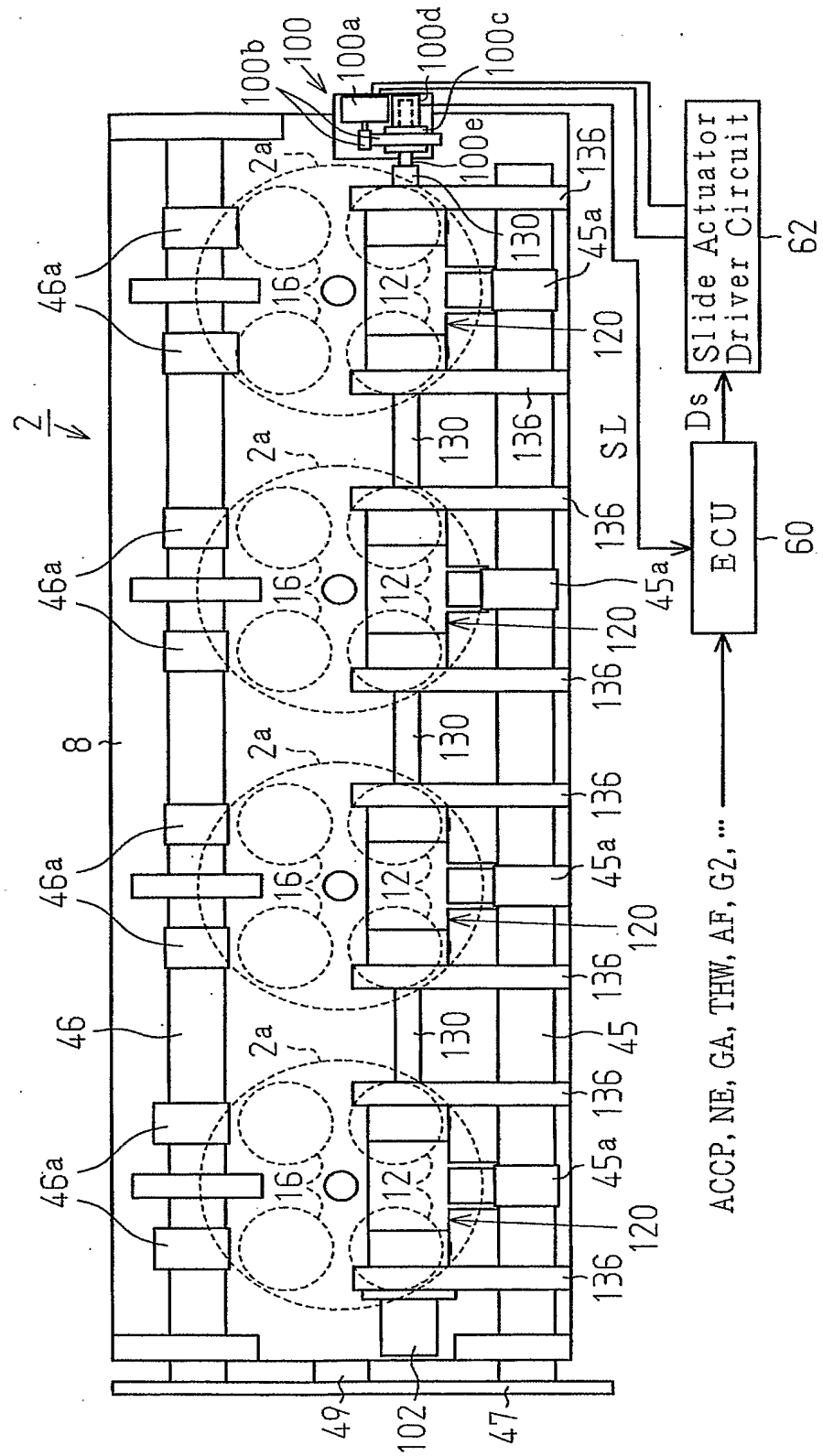


Fig.3

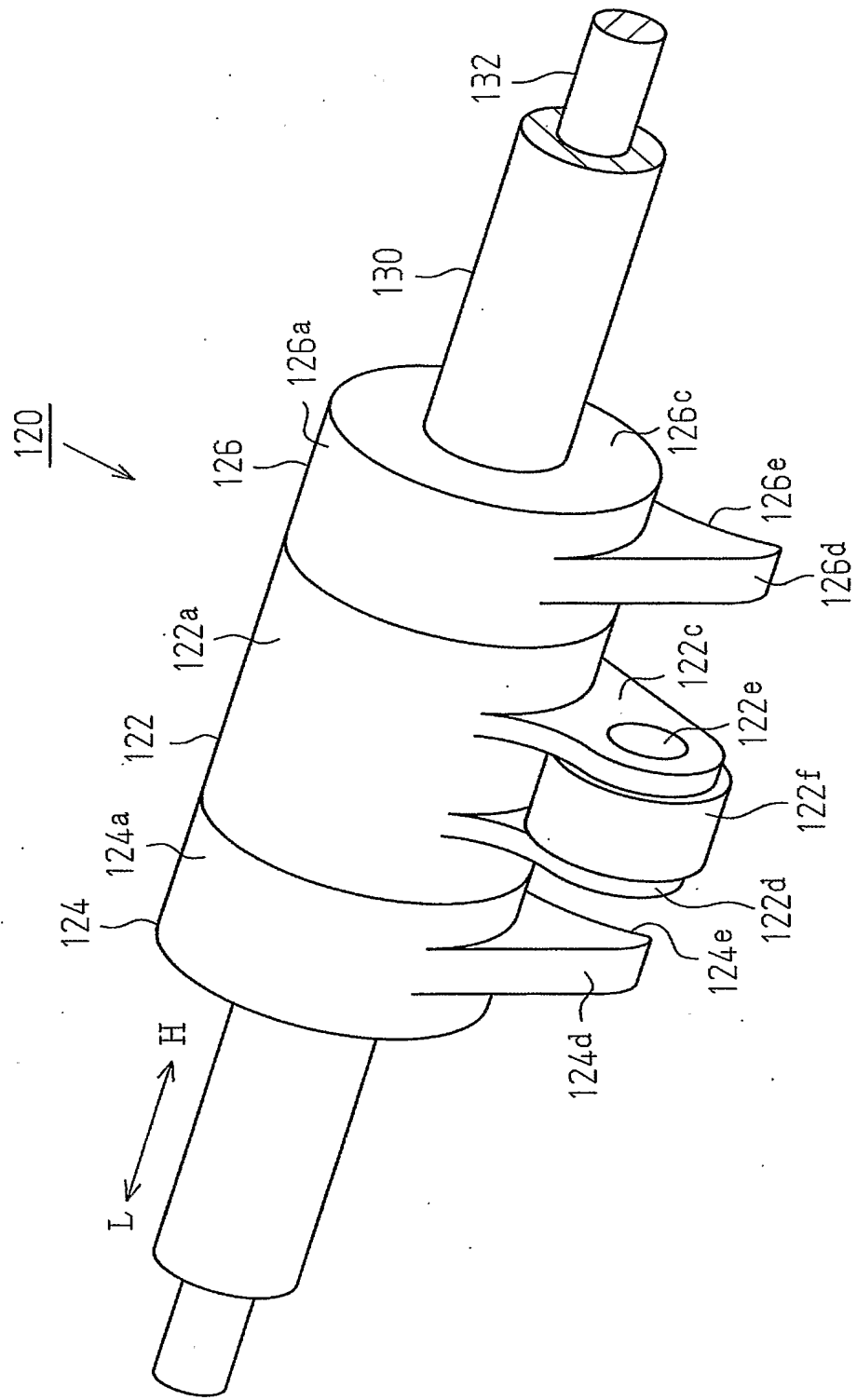


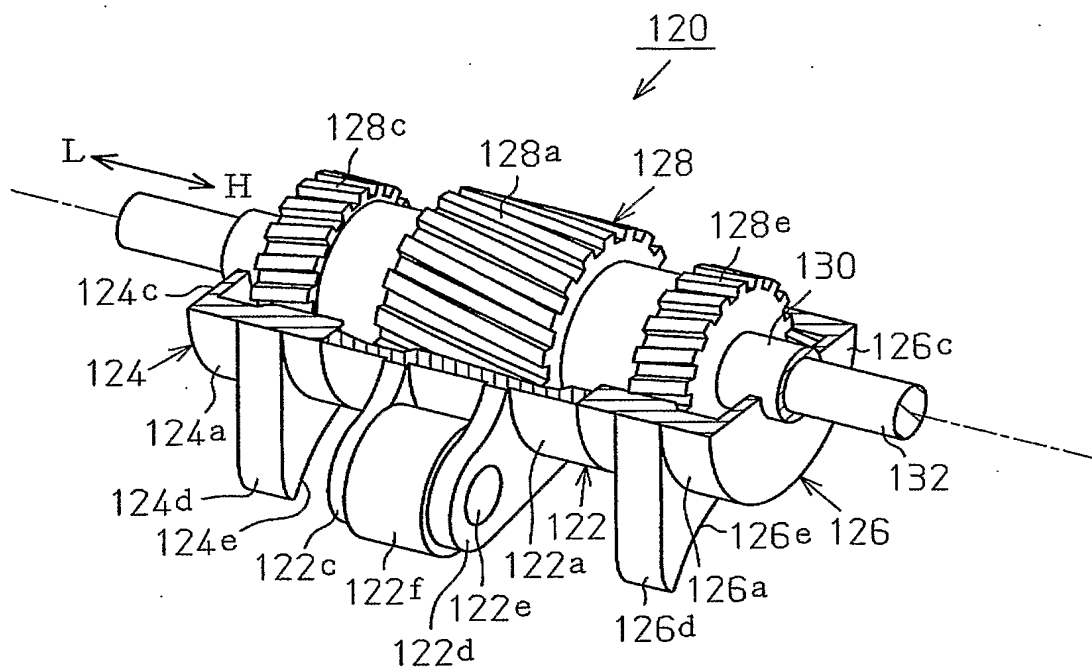
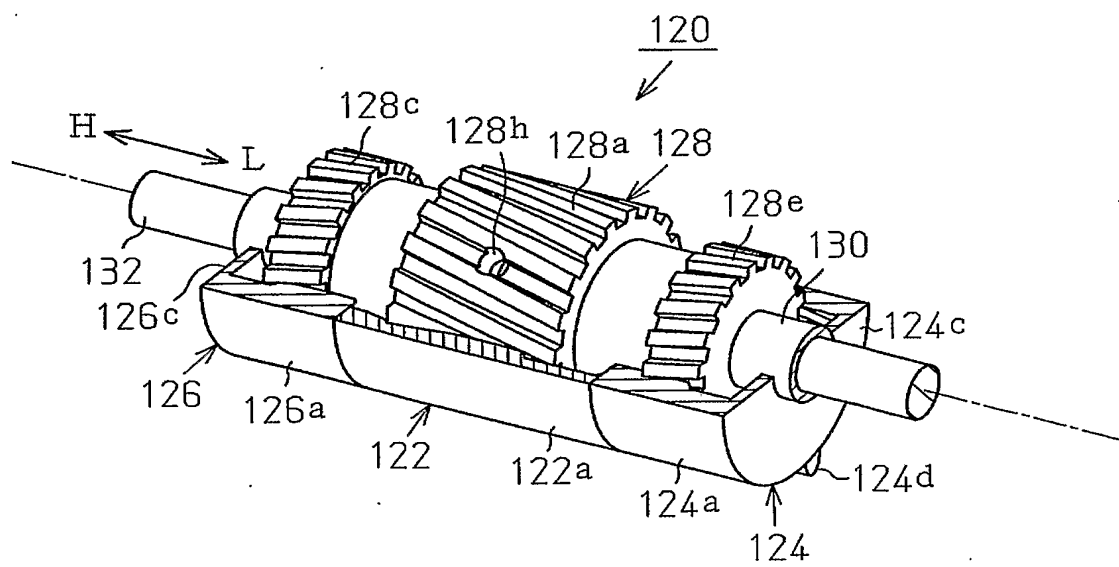
Fig.4 (A)**Fig.4 (B)**

Fig.5

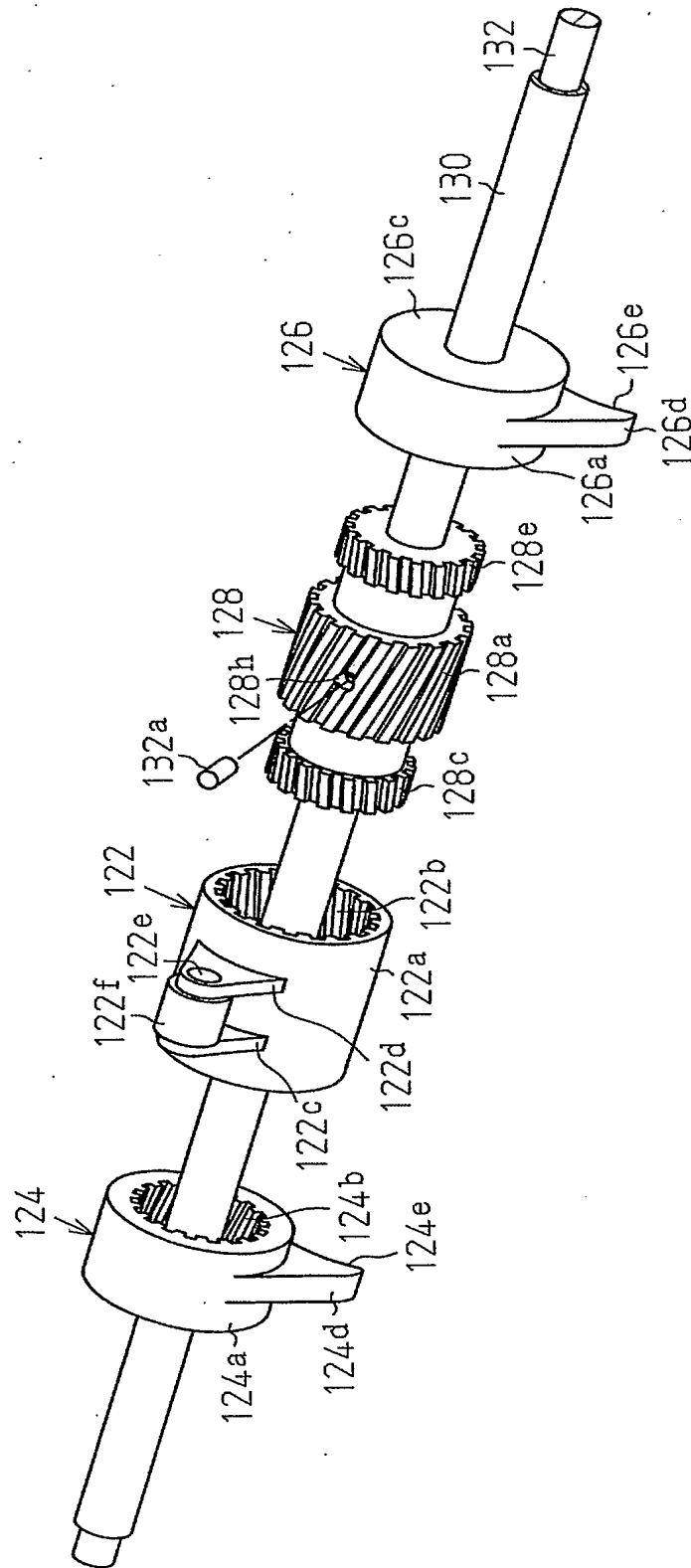


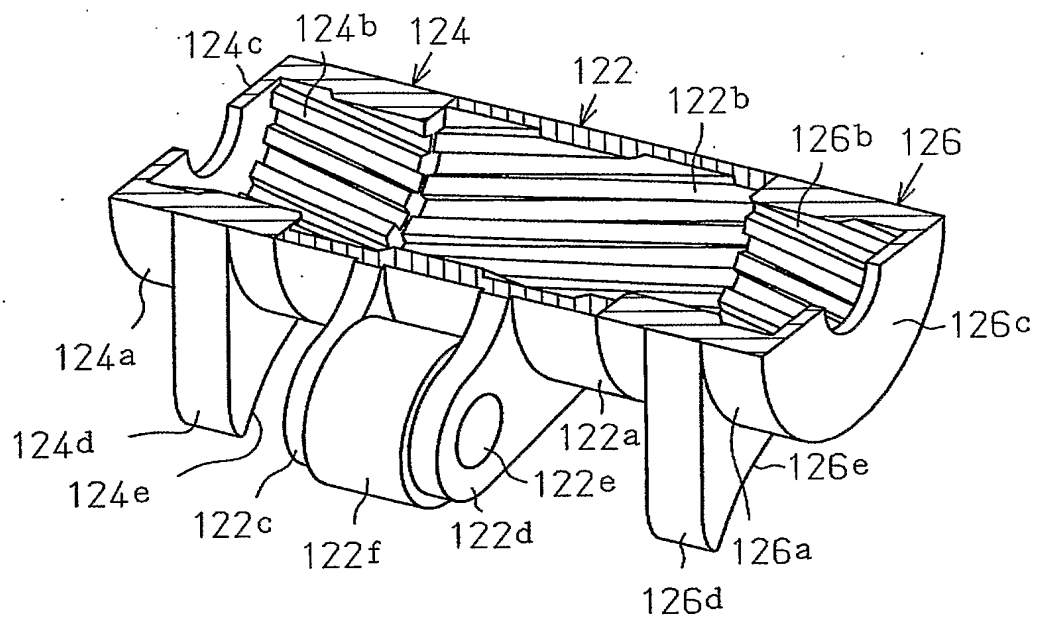
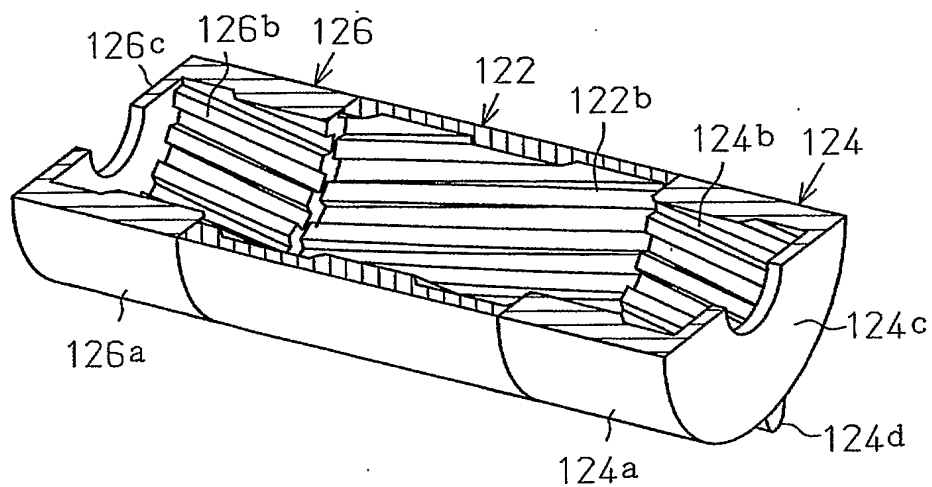
Fig.6 (A)**Fig.6 (B)**

Fig.7 (A)

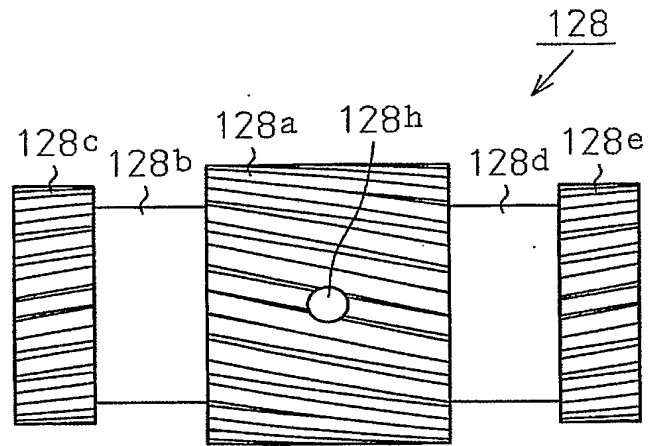


Fig.7 (B)

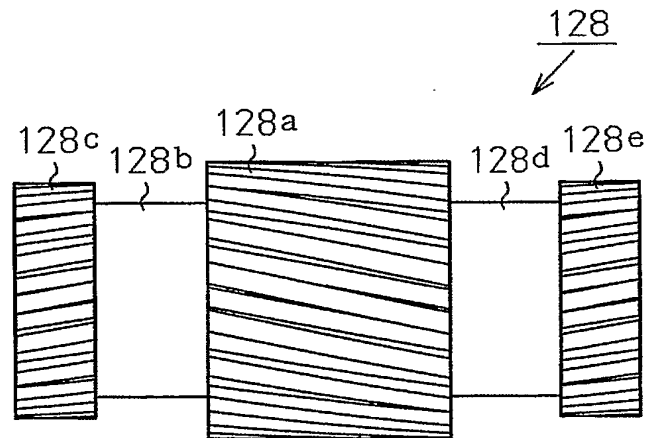


Fig.7 (C)

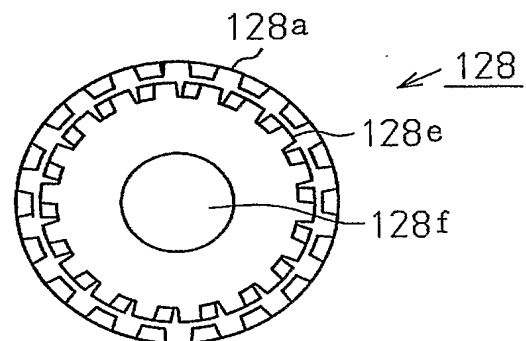


Fig.8

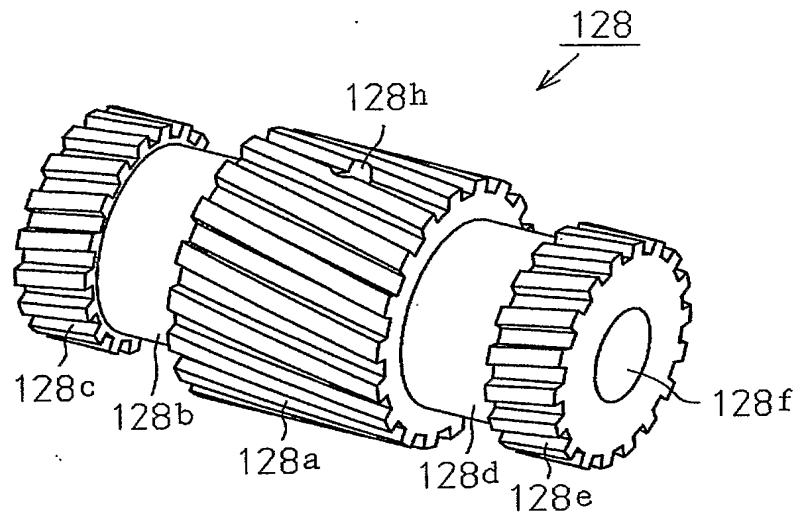


Fig.9

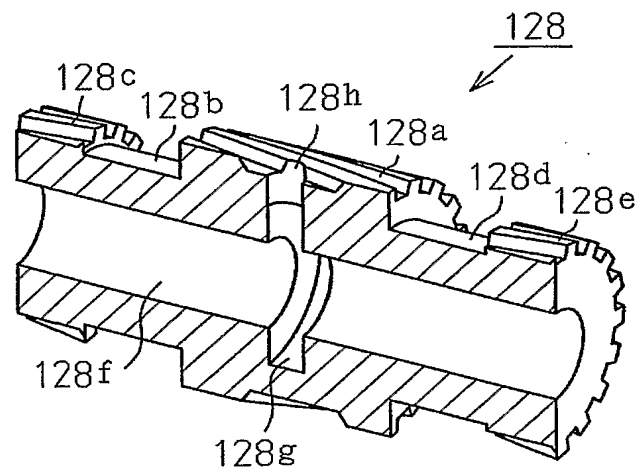


Fig.10 (A)

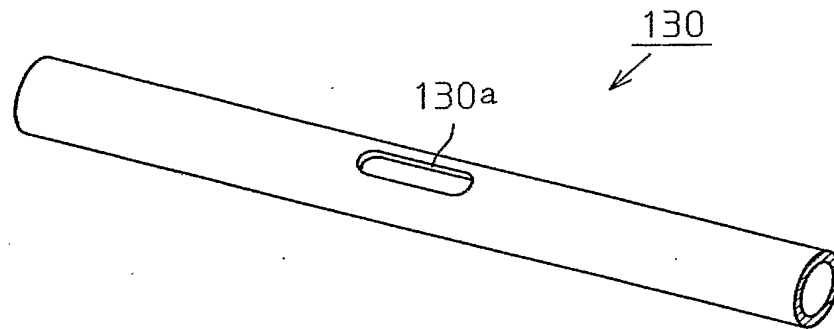


Fig.10 (B)

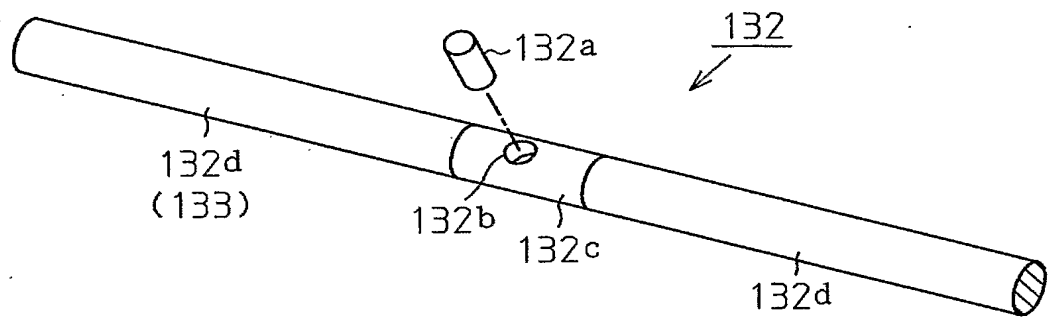


Fig.10 (C)

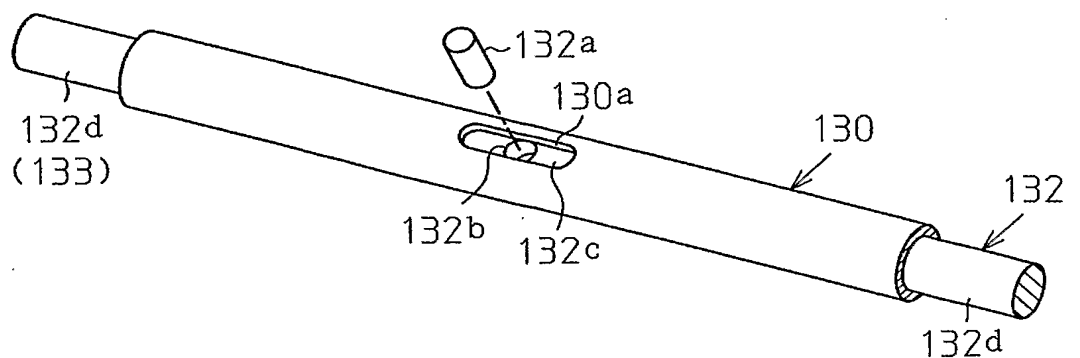


Fig.1 1

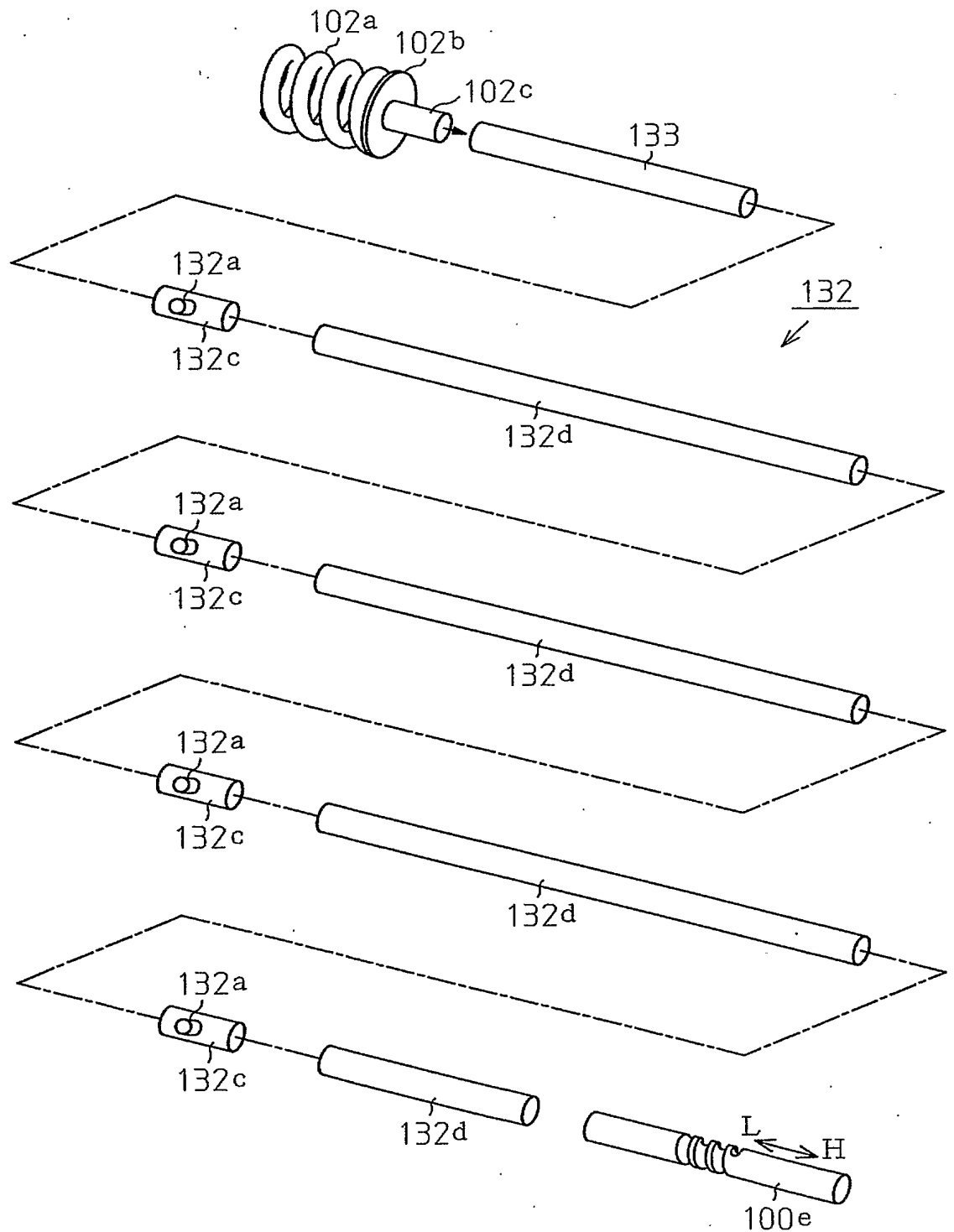


Fig.12

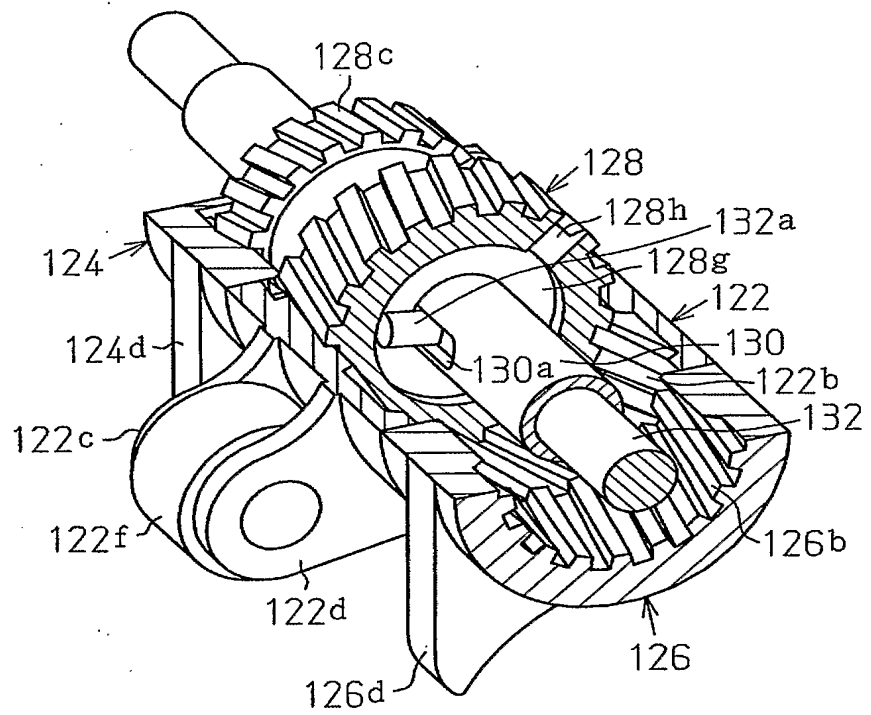


Fig.13(B)

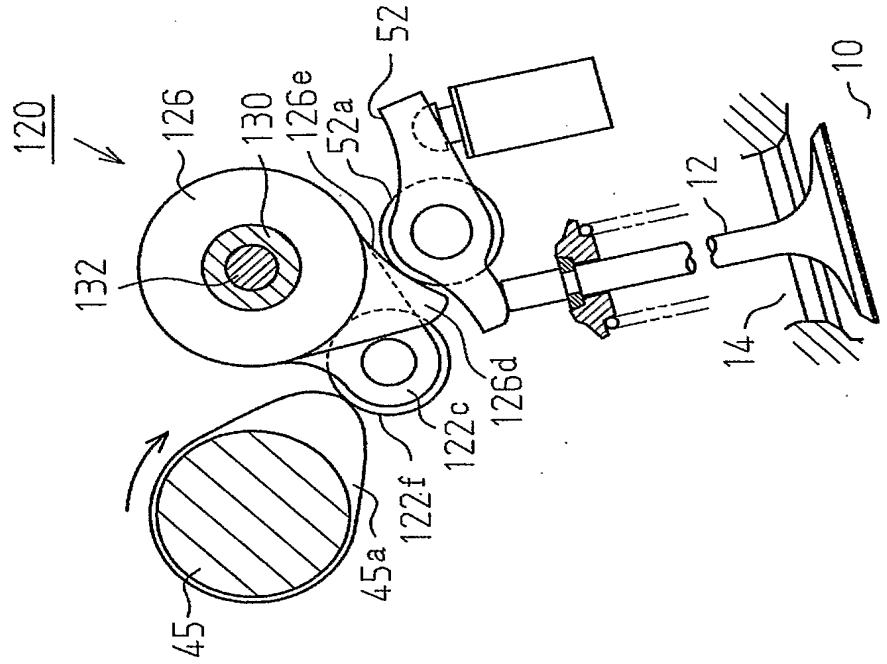


Fig.13(A)

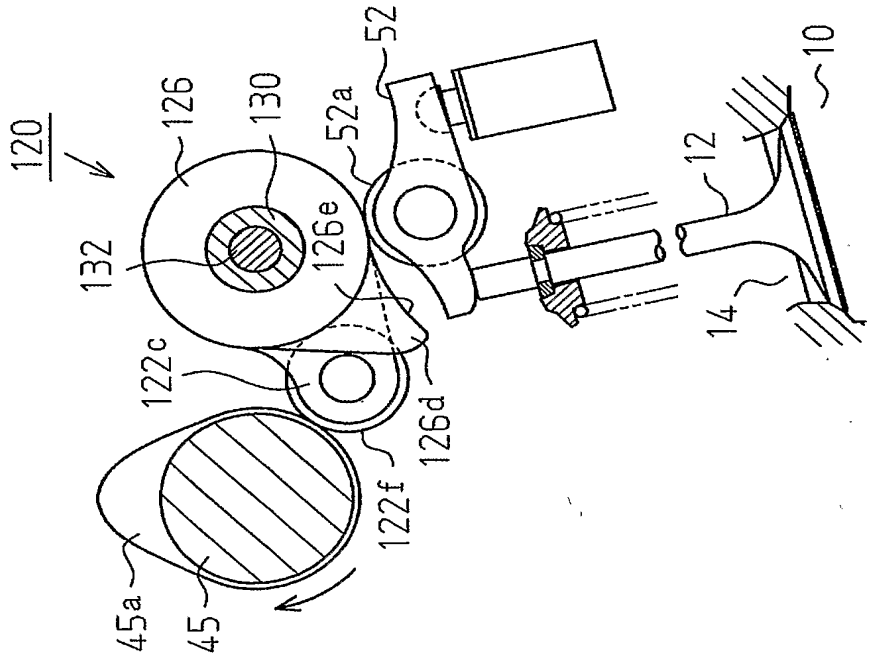


Fig.14(A)

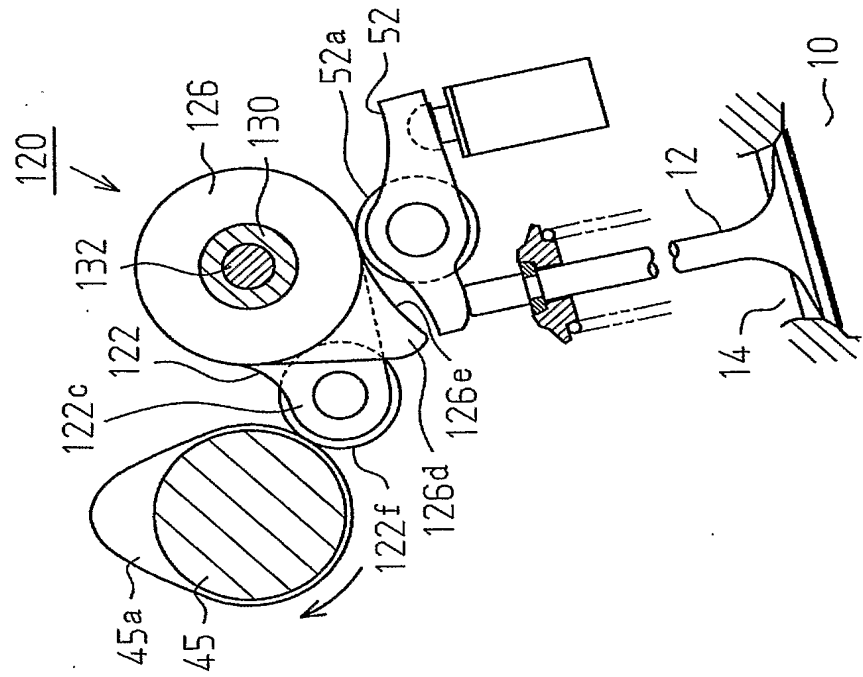


Fig.14(B)

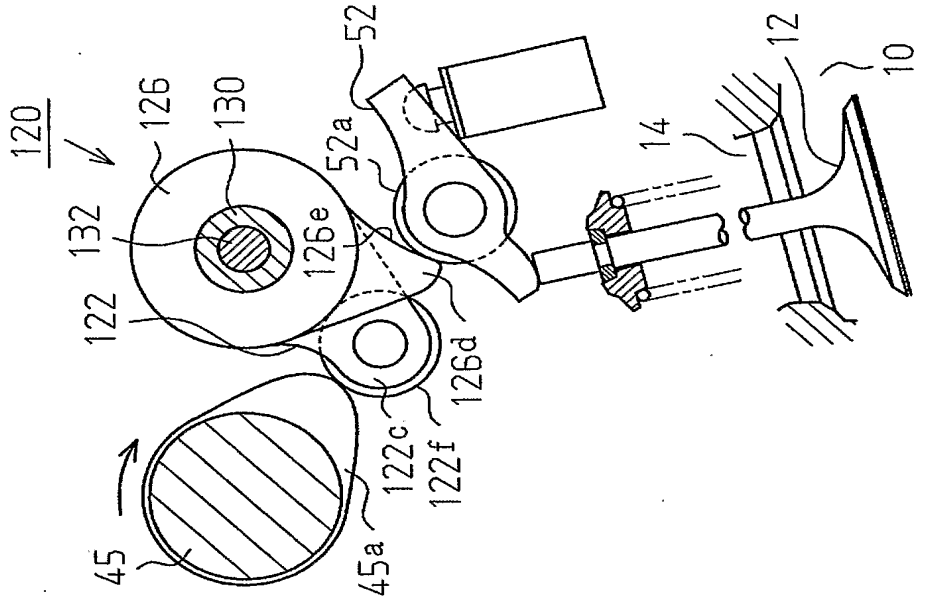


Fig.15

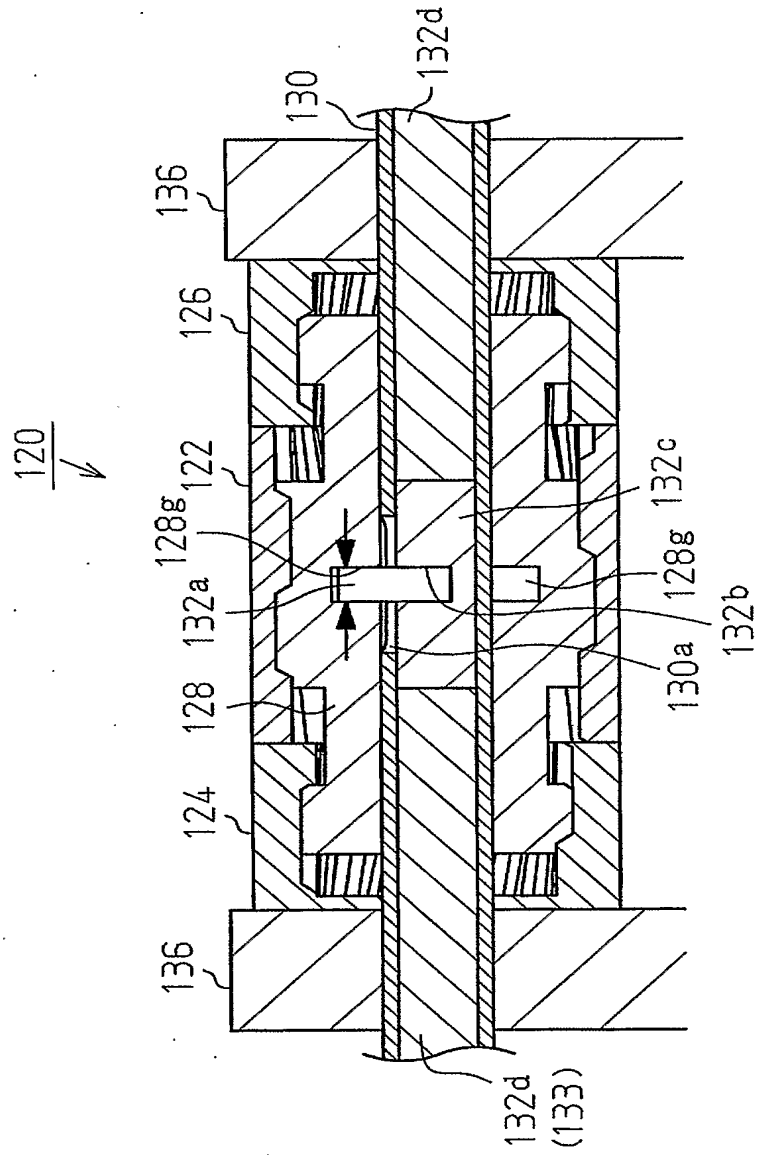


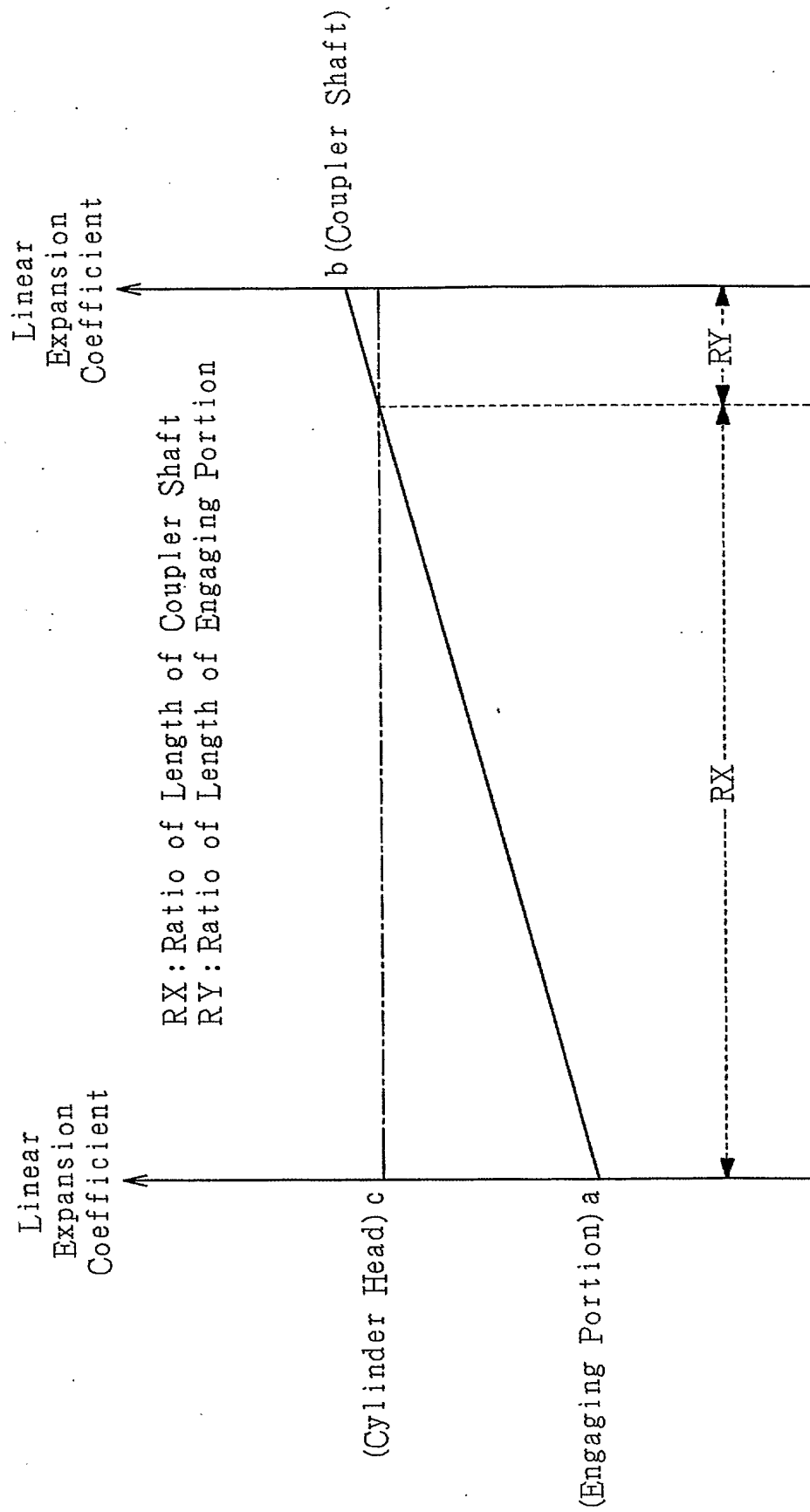
Fig.17

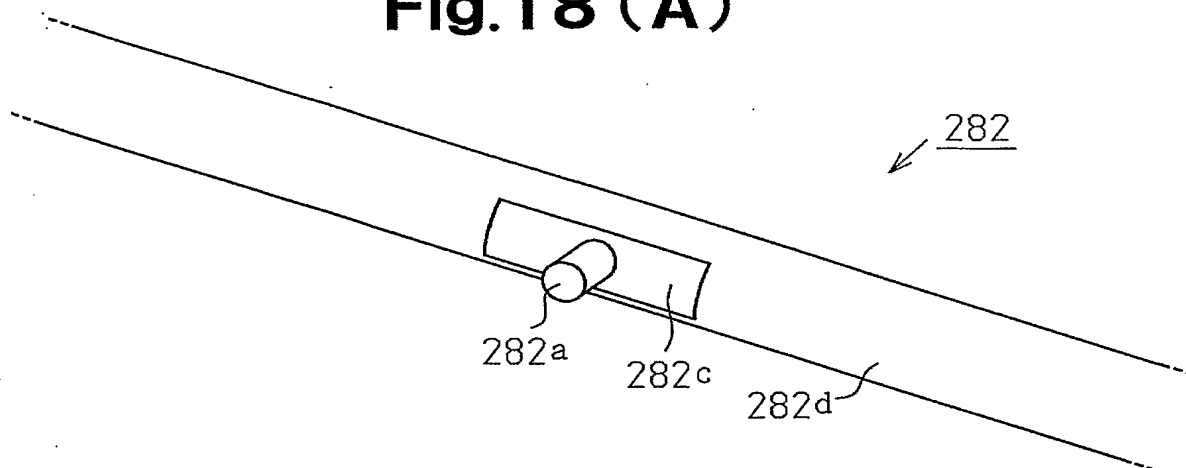
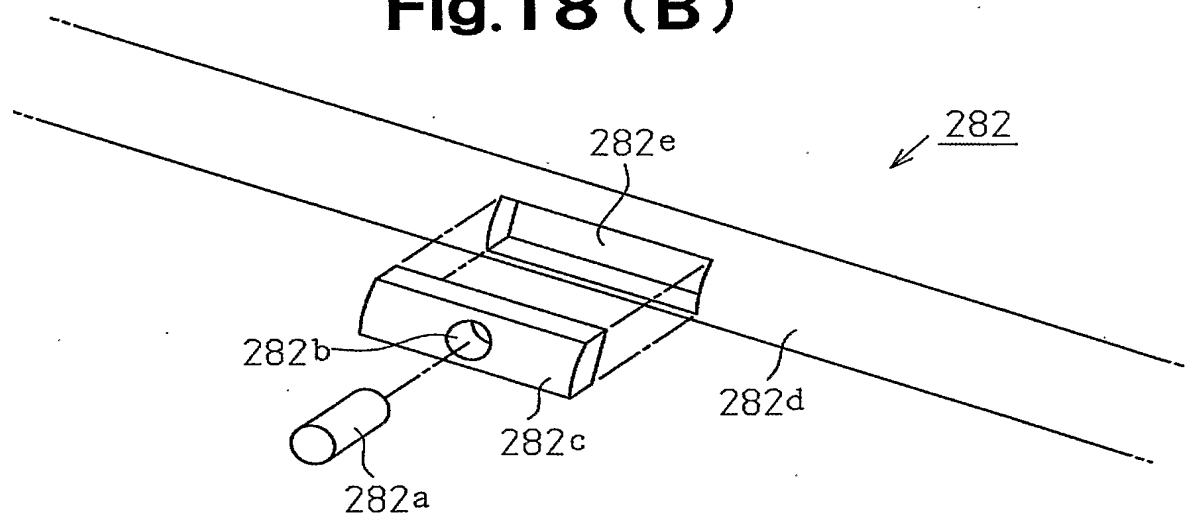
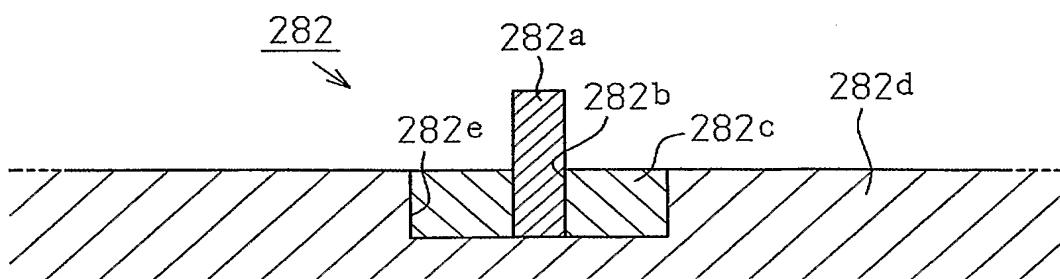
Fig.18 (A)**Fig.18 (B)****Fig.19**

Fig.20

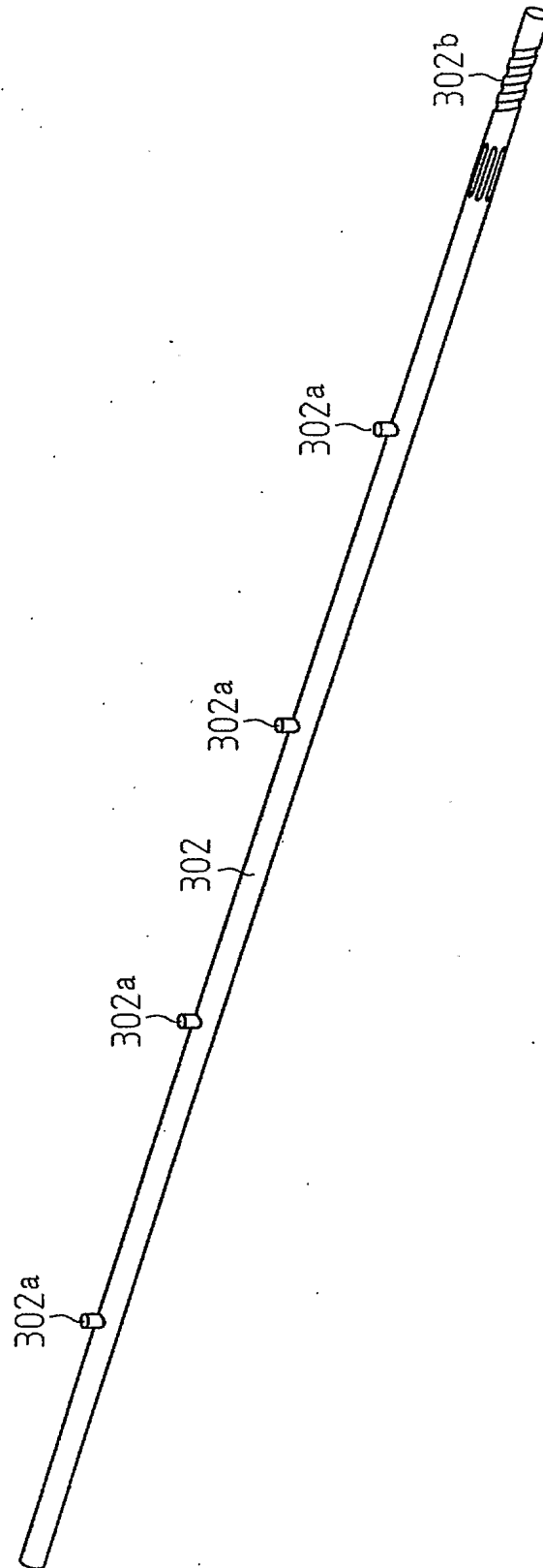
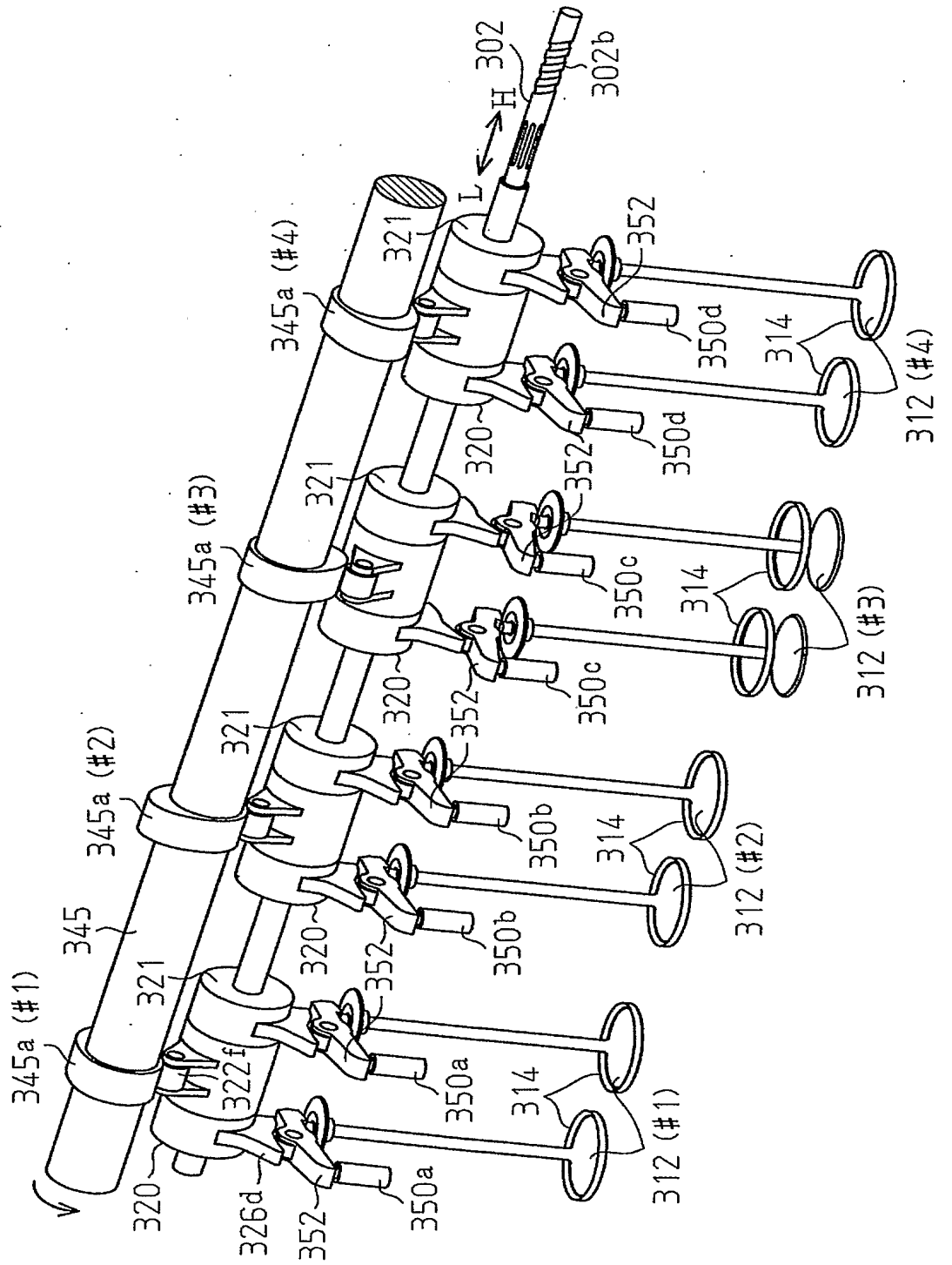
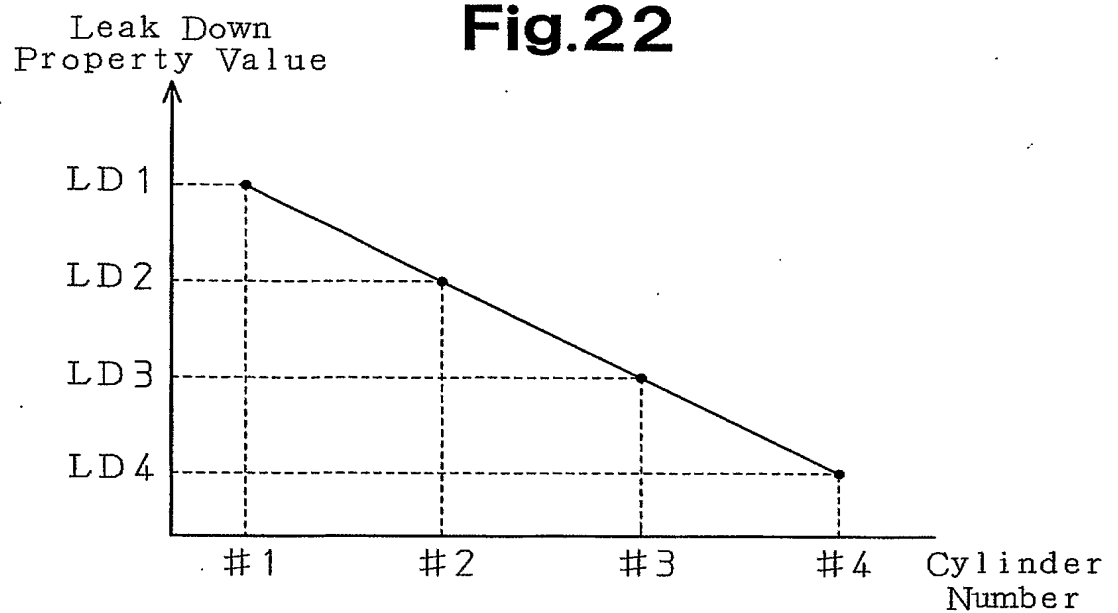


Fig.21





[When Engine is Cold]

Amount of Increase
in Valve Duration Angle
and Lift due to Difference
in Thermal Expansion Coefficient

Fig.23 (A)

Amount of Decrease
in Valve Duration Angle
and Lift due to Leak Down

Fig.23 (B)

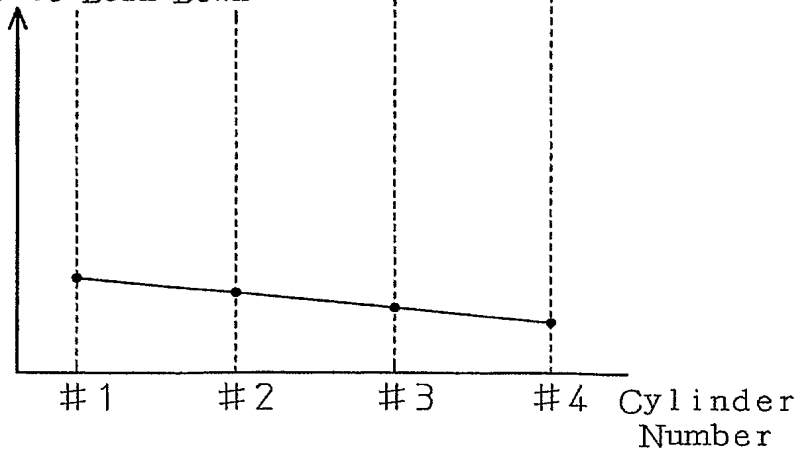
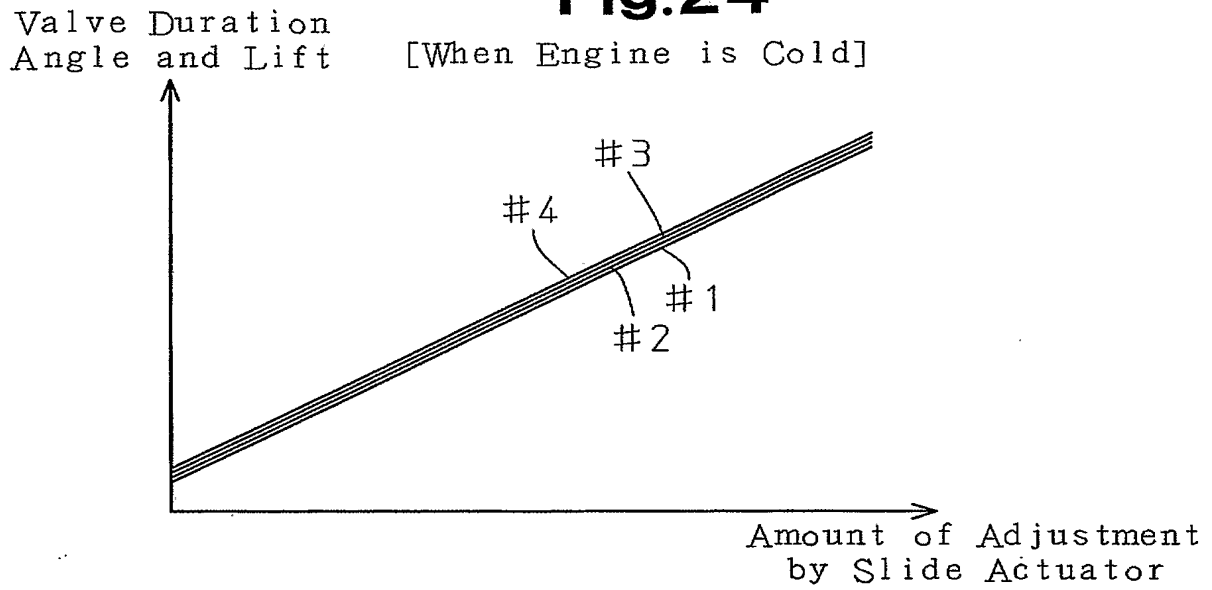


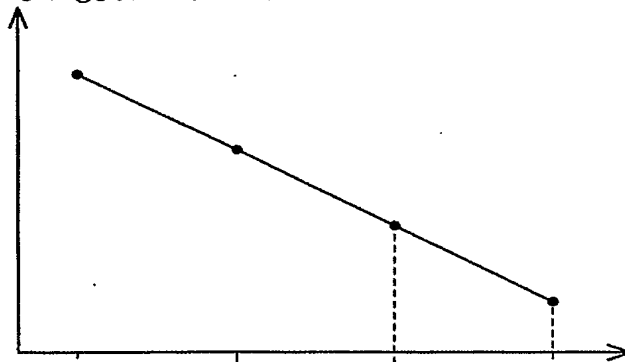
Fig.24



[After Engine is Warmed Up]

Amount of Increase
in Valve Duration Angle
and Lift due to Difference
in Thermal Expansion Coefficient

Fig.25 (A)



Amount of Decrease
in Valve Duration Angle
and Lift due to Leak Down

Fig.25 (B)

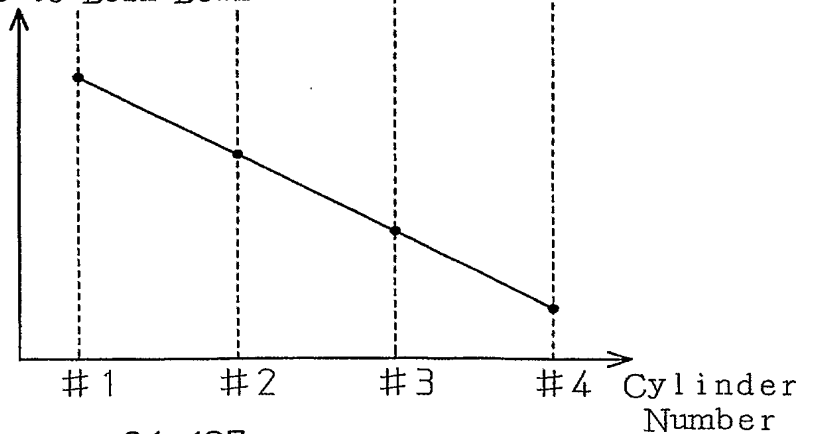


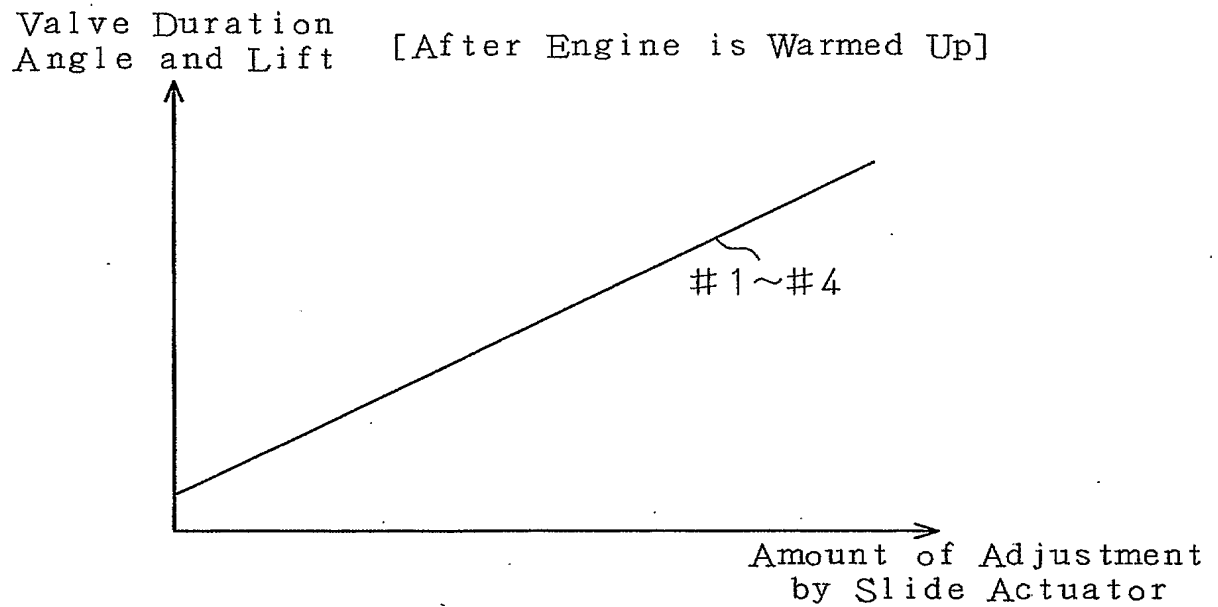
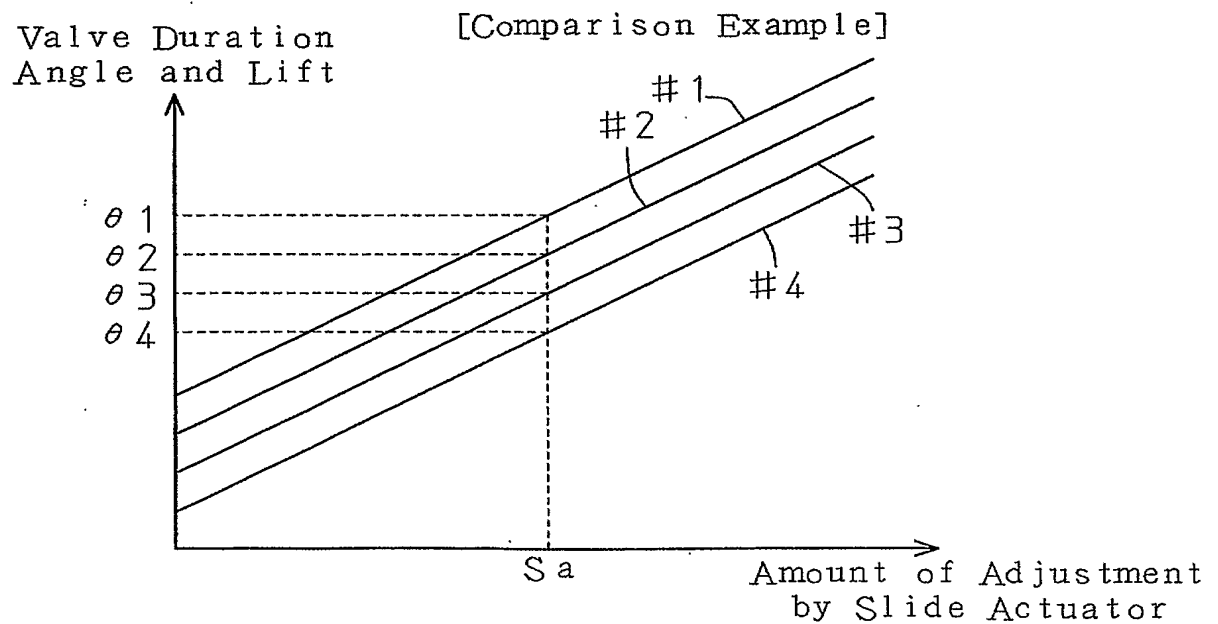
Fig.26**Fig.27**

Fig.28

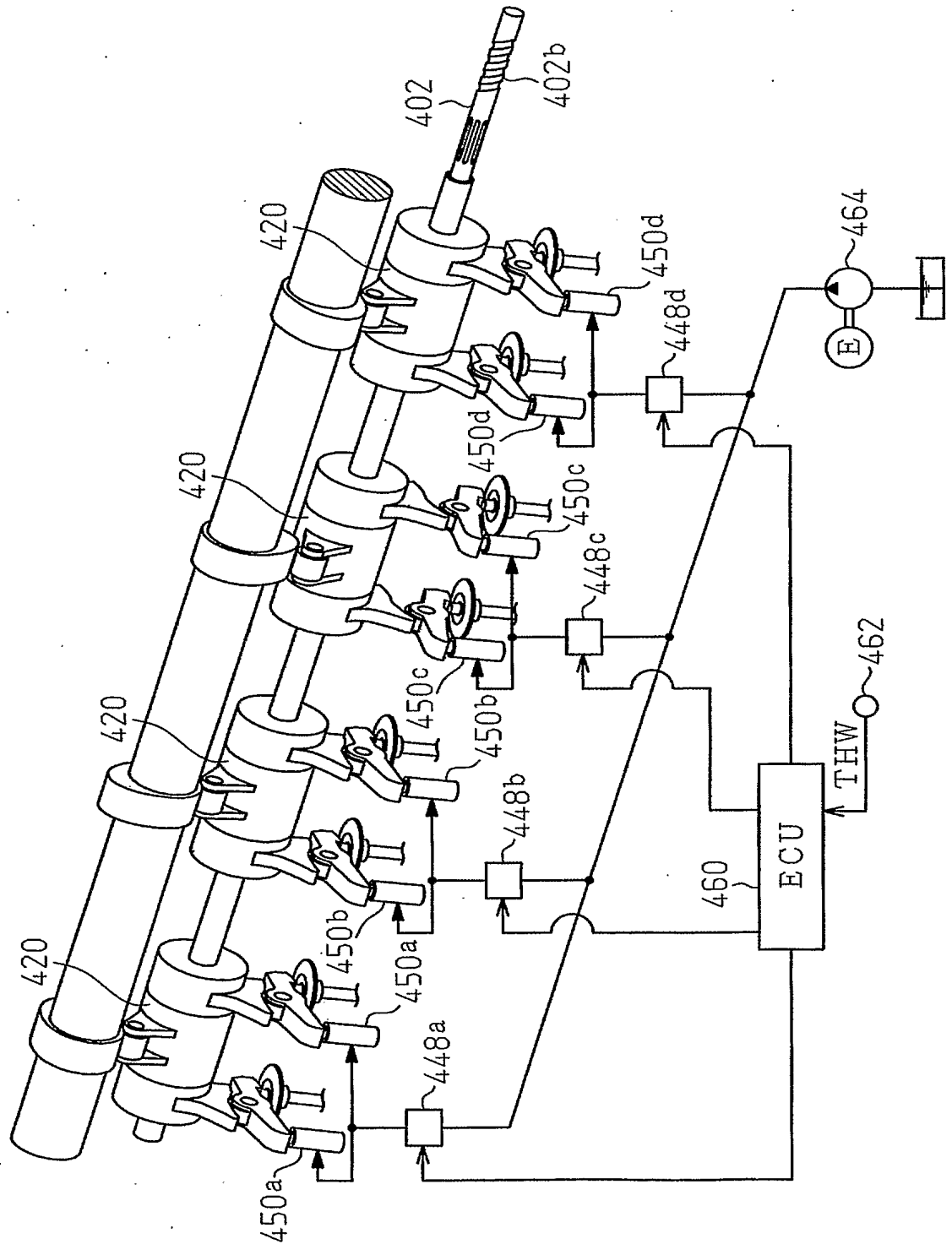
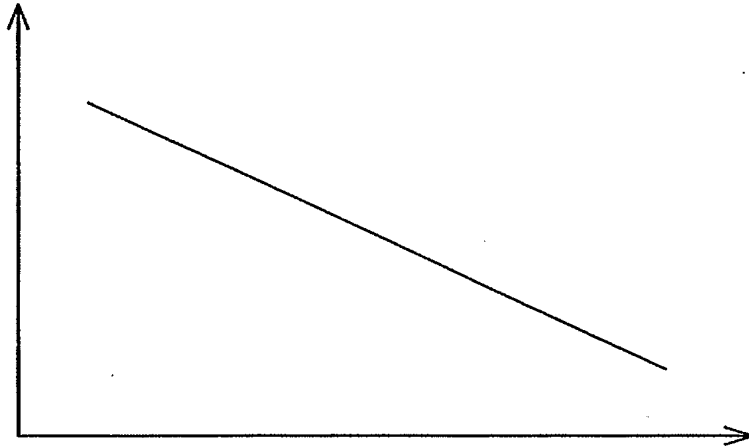


Fig.29

Amount of Decrease
in Valve Duration
Angle and Lift due
to Leak Down



Hydraulic Pressure

Fig.30

Supplied
Oil Pressure [Oil Pressure Control Map]

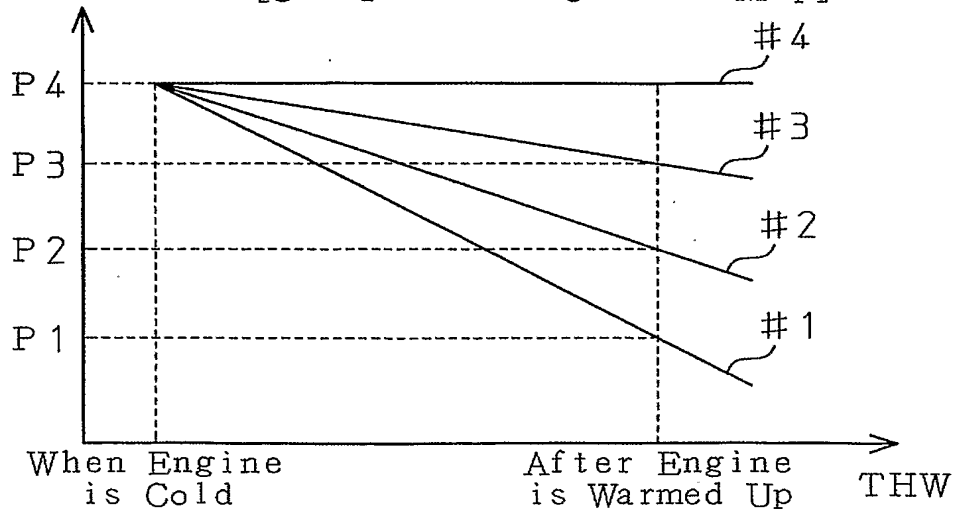


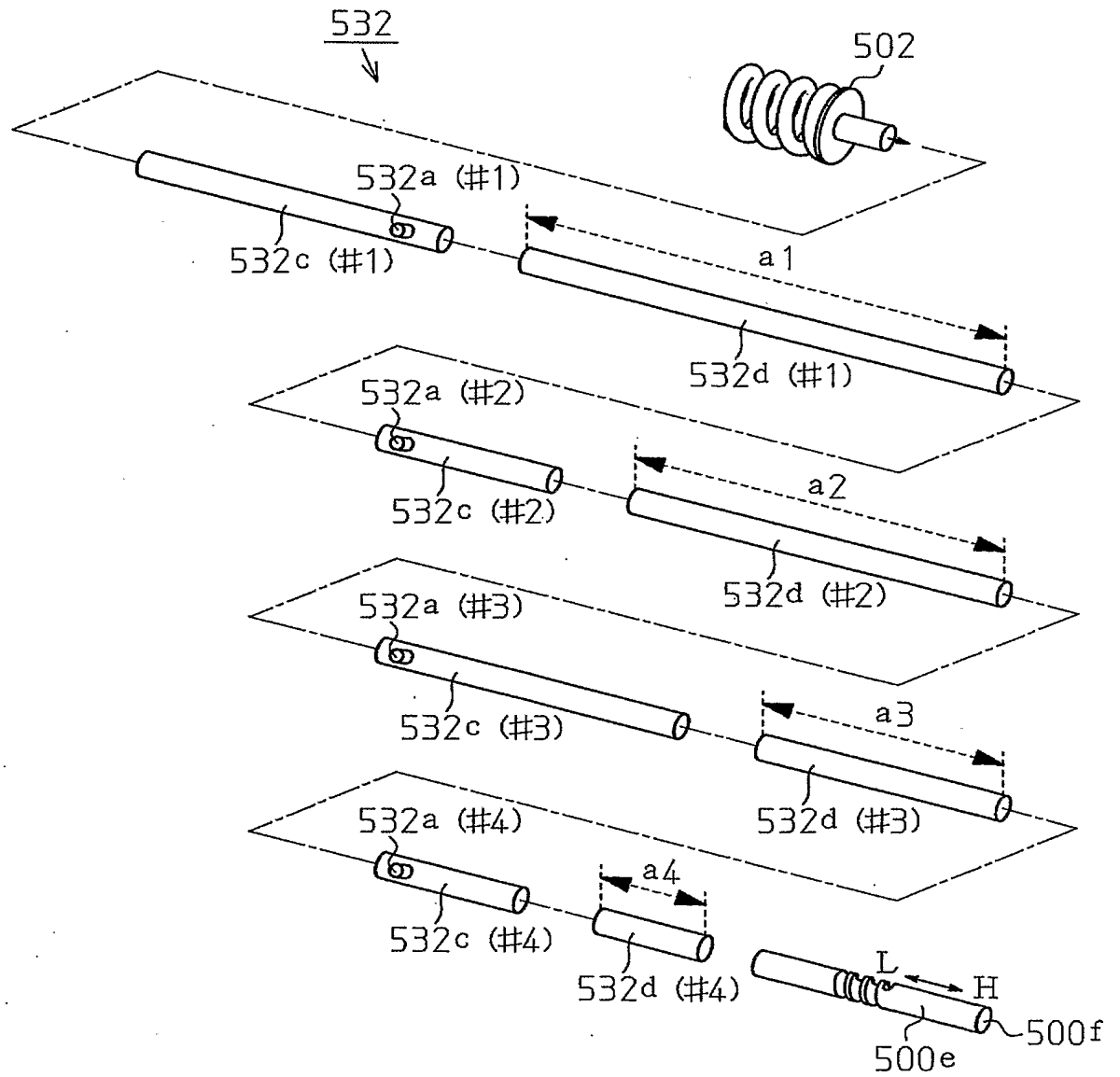
Fig.31

Fig.32

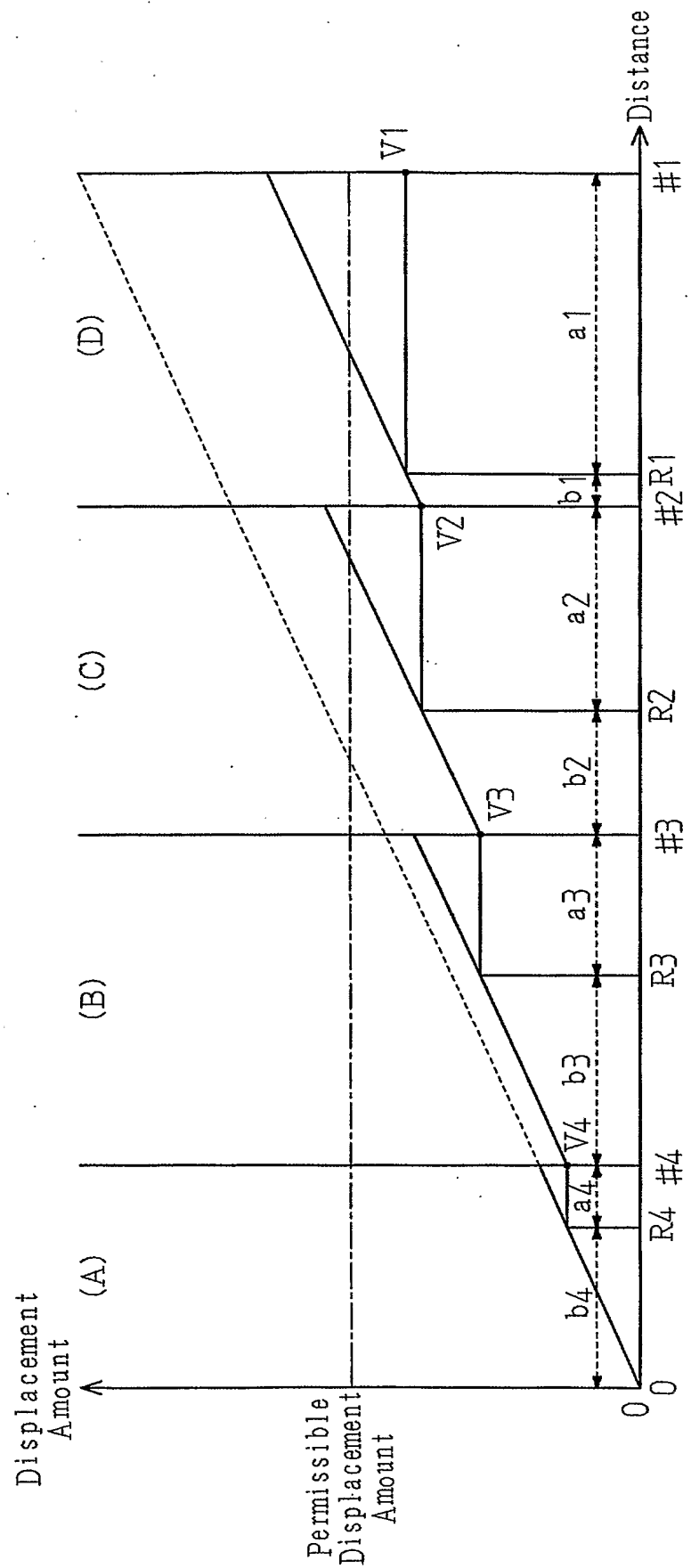


Fig.33

